

DINING CAR HOUSEKEEPING

Some Mighty Close Calculations Required to Do It Successfully.

KINSHIP OF COOKS AND TICKET OFFICE

Knowledge of Chemistry as Applied to Foods—Care Bestowed Upon the Car—How Waste Is Prevented.

"It takes the nicest sort of calculation to run the domestic rearing of dining and sleeping cars that are gone for days out through the country beyond the manager's reach," said a railroad superintendent. "What a good housekeeper does every six months we do every five days, that is, clean our premises from kitchen and through to parlor compartment, outside and in. Those special trains leased for long trips cannot be got at so frequently, but at the home station each car, as it gets in, is switched off on a siding and treated to as thorough a scrubbing, polishing and airing as any New England household gets in the spring. Pillows, mattresses, blankets, rugs and curtains are hung to the winds. Windows and brasses cleaned. Kitchen apparatus and tableware rubbed up. Furniture brushed and polished. And the outgoing car, waiting, ready for orders, looks, another thing from the faded, towed roadster that arrived some hours before. A whole brigade of brushers, brooms, cloths, tubs, fluids, sponges and disinfectants have been in requisition and the head cleaner must give strict account of it. Otherwise much waste would ensue."

Every berry, every pound of meat and butter, every loaf of bread, item of milk, cream, sugar and other provisions for the dining car is carefully inventoried when the train comes in and the list compared with the list of supplies sent out and the number of meals served. Only by discipline and rigid vigilance is any domestic economy maintained on these moving houses. Special and private cars and special trains are coming more commonly into use, and careful, discriminating caterers and attendants are additionally valuable to road owners. All commissary supplies furnished for special cars or trains are charged for according to the actual consumption and 20 per cent added to cover cost of handling. These cars are usually paid for by the day.

On the regular train service it is not always that a dining car and kitchen goes through to the train's destination. The dining cars are the heartiest of the lot. Say a dining car goes out from a certain point this afternoon with a through train; it serves dinner and is switched off at some convenient place, to be hitched later to the train which starts out at midnight without such provisioning, but whose passengers will want breakfast. This plan permits the passengers to taste the creations of several cooks on their journey across the continent. Other trains carry their dining cars right through, particularly if the route is a short and direct one. When a road operates rival dining cars under different conductors, it is easy to ascertain which caterer is generally the most economical and satisfactory. Although one car may serve a set of passengers who order profusely and waste much—the three kinds of meat and two kinds of soup for one person, things they can not consume—and the other caterer may fall in with considerate patrons.

Car Pantries.
The increased knowledge of chemistry and preserving inventions has somewhat simplified dining car housekeeping. Admirable canned soups and bouillabaisse can be kept handsomely and served hot and appetizing in a few minutes. Evaporated cream, proof against all roasting, overheating, or fine congealing, is a modern convenience. Pine puddings, minces, preserves, pickles, sauces, relishes are all two-fold better because put up under better conditions for keeping than formerly. First rate canned vegetables now very nearly counterfeit the garden growth. Berries, grapes, fruits, even the most delicate are now practical because of the marvelous improvement in refrigerators. The best built refrigerators, perfectly insulated and guarded against all corrosive conditions, prevent even the faintest smell from losing flavor. Then, instead of alcohol as fuel for the lamps and great boiling urns, a superior mineral sperm oil is used—oil so safe that it will actually put out a fire if thrown on the flames. It takes good force of heat to start such oil to burning, but once started, boiling hot water is perennially at hand. Space is the great consideration with dining car housekeeping. The snug way in which the fruits, salads, dressings, etc., are packed in their respective lockers would astonish the hotel cook or waiter, used to plenty of room. And the dishes, plates, silver and glassware all must be kept in individual racks to avoid damage when the train makes sharp curves. Within twenty inches of the steaming kitchen range are the refrigerators holding all needfuls and which must be opened and shut every few seconds to take out and replace things, for nothing can be left out in that intense heat. Five waiters, the cook and the conductor form the dining car's crew.

The Cook and the Telegraph.
The main portions of a dinner are begun when the cook comes on board, an hour or so before starting time. A forty-five-pound

roast is put on, the soups set simmering. As soon as the majority of tickets are sold the conductor is informed of the number and he causes the quantity of other food to be prepared according to his judgment. If any known party of people is to come aboard at some other point he is telegraphed to—that dinner for that number may be got ready. In all standard provisions there is no waste, but in meats and perishable articles no calculation can be made close enough to avoid loss. Much bread is thrown away or given to the cleaners and helpers about the station. And there are waste fowls left over or dishes requiring long preparation that are left untouched because the number of passengers was less than expected. The buffet car loses extensively in such matters, the patronage being uncertain, and already-cooked food bound to be provided in case of call. "The efficiency of the service," said the superintendent, "is tested by special agents. These board the cars simply as passengers, note any imperfections and report to us by letter. When there are many lines extending over a large territory such an agent is not recognized by the train people. He buys a meal like any passenger and looks out for flaws and defects. A printed list of questions that will help him to tell us what we want to know is furnished and he answers them candidly. If the partitions between state-rooms and compartments creak when the door is opened or closed he tells us, and the fault is remedied. If the carpet is worn anywhere or the vestibule lamps don't burn clear we are informed. Also whether the attendants are solicitous or indifferent to passengers' comfort. If the porters are slack in assisting people to take the train, in placing steps for their convenience, etc., we learn the fact through the place where the misdemeanor happened, be it a thousand miles away. If a porter hands a passenger a check without using a salver we know it. There are only five ladies' maids on the extra smart drawing room cars and on some special trains that go out to Mexico and up through Canada. Of these conscientious service is expected. Women look after the laundry work and the cleaning of bedding at the terminal stations, but owing to limited space men's services are preferred, they being able to do with less conveniences than women."

IN THE WHEELING WORLD.

A combination bicycle and automobile show drew moderate crowds at Madison Square garden a week ago. In former years cycle shows were a midwinter attraction in every live city. Life without them was hardly worth the living. Now the district is limited to New York City, and drew together not only enthusiasts but thousands to whom the rubbered steed is a pleasant memory.

The show was a picturesque mixture of bicycles, small motor vehicles and a variety of automobiles. Two hundred and forty spaces were allotted to ninety-seven exhibitors, of whom twenty-four showed bicycles of the highest type of construction. Of the others, sixteen displayed automobiles, motor cycles, motor six, showed bells for bicycles and automobiles, while as many showed headlights and tires for the same classes of vehicles. Bikes were in view at five exhibits, cycle saddles at four, while thirty booths were occupied by exhibitors of other accessories and parts.

In the bicycle display were many notable improvements that were a revelation to bicycle riders. The equipment of the cushion frame, chainless gear and coaster brake of several 1901 models was favorably commented upon by scores of experienced riders, though some expressed the opinion that they still preferred a rigid frame and chain-driven wheel.

Other new features of some models that met with favorable comment were the hand extension bars, simple adjusting handlebars, smaller tubing, smaller hubs, lengthening of pedal cranks, new detachable grips, smaller sprockets and the use of improved spring saddles. Next to the cushion frame, the forward extension bar was the new century feature most conspicuous.

In prices there are few changes from those that ruled last year. Chainless bicycles for men and women are listed at \$60 and \$75, and the highest grade chain bicycles at \$40 and \$50. Manufacturers who supply cushion frames and coaster brakes as equipments add \$5 to the price of machines for each. Other changes in models are included in the listed prices.

In motor cycles much attention was given to a twenty-horsepower model that has been built to sell for \$200. It is of the same size as an ordinary diamond frame bicycle, though the framework is slightly heavier. The motive power is gasoline, the horse power one and a half and the total weight of the bicycle about eighty pounds. The motor is small and compact and is placed in the forward part of the frame. The speed capacity of the machine is claimed to be twenty-five miles an hour. The pedals are used only in starting and stopping or as an auxiliary power in climbing.

Small neat motor tricycles and quadricycles and small runabouts were shown by several makers. One electric runabout with flexible frame commanded much attention. It has a long, low and narrow box body, seats two persons abreast and has a four-horsepower motor. An advantage claimed for it is that there is no jarring to the body of the vehicle on rough roads.

The Panamerican exposition will extend a welcoming hand to the millions of cyclists and automobilists of the Americas during the summer of 1901.

The automobile exhibit, it is promised, will be the finest ever seen in any exposition. There will also be a large and complete display of bicycles, representing all stages of progress from the heavy and clumsy iron-tires relic of the past to the finest pneumatic-tired modern machines, including the "good old ordinary" or high wheel bicycle fitted with small solid rubber tires which was first exhibited in this country twenty-five years ago at Philadelphia, in 1876.

A grand carnival of cycle races will be held in the magnificent Stadium which is now being erected on the Panamerican grounds. This vast arena will be in many respects equal to the famous old Colosseum at Rome.

American Consul Talbot J. Albert reports from his consular district in Germany that a number of bicycle factories therein have gone into liquidation or limited their output to save themselves, within the past season.

Some of the reasons for the liquidation of other machines, thus relieving the market from a surplus production of inferior wheels and slightly increasing prices.

Taking the Victoria bicycle works, at Nuremberg, as an example, it is shown that this company was founded in November, 1855, with a capital of \$257,500; immediately the subscription price of shares rose 150 per cent. During the first year dividends of 15 and 17 per cent were distributed. At the end of July, 1897, new stock to the amount of \$51,300 was created and offered to the old shareholders at 100 per cent. In 1897-98 the dividend was reduced to 10 per cent. The year 1898-99 closed with a loss of \$21,420, and the present business year will close with a still greater loss. In enumerating the cause of the decline of the bicycle industry in Germany, American competition is given first place.

DANDRUFF IS A GERM DISEASE

Barbers All Say That Newbro's Herpicide Infinitely Kills the Dandruff Germ.

Adam Morrell, Proprietor of the Largest Barber Shop West of the Missouri River,

Tells of His Experience With Herpicide.

Having been in the barber business extensively for the past twenty-five years, I wish to state that Newbro's Herpicide has given my trade better satisfaction than any dandruff cure I ever used. It does all that is claimed for it, and is an absolute specific for dandruff and falling hair. Herpicide is certainly a wonderful remedy. It stops the itching of the scalp immediately, and removes the dandruff after a very few applications, leaving the hair soft and glossy.

1512 Farnam St., Omaha, Neb. January 15, 1901.

ADAM MORRELL, Prop. Merchants Hotel Barber Shop.

Oregon Barbers Testify.

Of all foreign and domestic hair preparations I have used during my many years' experience in the profession, I find Newbro's Herpicide the most satisfactory, and far above anything that has been put on the market. As a dandruff cure and hair tonic it has no equal and no first-class barber shop should be without it.

Yours respectfully,

SAM H. HOWARD,

Pres. Barber's State Board of Ex., Portland, Oregon.

In twenty-one years' experience in my business I have found no preparation that equals Newbro's Herpicide for stopping itching of the scalp and removing dandruff.

Yours respectfully,

W. C. GOODRICH,

Portland, Oregon.

I have used Newbro's Herpicide in my barber shop for the past three months and can speak in the highest terms of it. My customers who have used it much prefer it to any other preparation for the hair.

I have been in the business twelve years and there is no question in my mind that dandruff and falling hair are caused by a microbe that infests the hair bulb, and Newbro's Herpicide is the only preparation that will positively destroy the dandruff germ.

Yours respectfully,

HERMAN LEITZ,

Portland, Oregon.

So Say Utah Barbers

I use your Herpicide continually in my work, and can say it does my customers more good than any dandruff cure I have ever used. It stops falling hair and cures dandruff. Yours very respectfully,

G. W. GIBSON,

237 S. Main, Salt Lake, Utah.

Appreciating preparations of merit, it gives me pleasure to write you regarding Newbro's Herpicide, the dandruff cure. It has been used in my barber shop for the past three months and has completely cured cases of dandruff and falling hair that have been completely cured.

I believe that Herpicide is the only preparation that will cure dandruff, as no other hair preparation is made on the scientific basis of destroying the dandruff germ. Yours very respectfully,

FRED HALVERSON, Ogden, Utah.

I have used Newbro's Herpicide to be the best preparation that I have ever used. Since I have been in the business I have completely cured four of the worst cases of dandruff. I still continue to use it, and think it is the best preparation that was ever put on the market.

Yours respectfully,

JAMES COOPER, Lehi, Utah.

MUST CLEAN UP OR SHUT UP

Authorities Issue Ultimatum to Subjects of Little Italy.

SANITARY OFFICERS MAKE AN INSPECTION

They Find Everything Except Devotion to the Theory that Cleanliness is Next to Godliness.

Little Italy is in trouble with the sanitary officers. Three days ago Sergeant Hudson went to the compact little community at the intersection of Union Pacific tracks, and after inspecting large quantities of bedding ordered five mattresses and several quilts burned, and advised the washing of a score or more blankets. Yesterday he went back to see that his orders had been done. The filthy mattresses were still in use and the soiled blankets evidently had never known a wash tub. The sergeant gave them two days' grace and threatened a ride in the patrol wagon as penalty for failure to comply with his instructions.

This is the first time Little Italy has ever been subjected to official inquiry, but as the forbidden city of Pekin was invaded by "foreign devils," so has the mysterious domestic economy of the Italian colony been looked upon by unsympathetic eyes.

King of the Community.

Little Italy is a loosely described community a few blocks west of the sixteenth street viaduct and Tony Calabrese is its king. His majesty lives in a little pea green house within a few yards of the Union Pacific tracks, but this palace of the king is hemmed in and literally blotted from the public view by a labyrinth of shanties. There are hovels made by driving boards in the ground and placing other boards horizontally across their tops; long, low passageways of obscure purpose are constructed of railroad ties and fragments of telegraph poles and covered with sod, more pretentious habitations are encased with tar paper and equipped with car roofs, while in the interstices between these arcades of crazy architecture are dog houses made of dry goods boxes. It is a veritable maze, and so closely are the hovels placed that there is barely room for a full-grown man to pass between them.

Some of the families live in it. On every side is low, ramshackle tenement, some of them having been built by the Union Pacific tracks. At a distance of some three or four blocks to the north and west is the remainder of the Italian colony, and the families of the latter, generally speaking, are more prosperous—at least in the American sense—than those who live in the citadel.

However, it is said that some of the bodyguards of King Calabrese have neat sums of wealth stowed away in mysterious nooks of the first dwelling in which Sergeant Hudson was admitted was made out of an old freight car, which at some time had evidently been badly smashed in a wreck. It was innocent of windows, but by the fitful sputter of a tallow dip could be seen a woman, very fat and dark, and five children with very dirty faces. There was an old bedstead, two broken chairs and a pine table in the room, and with a cook stove propped up with bricks, comprised its furniture.

hishings. The sergeant bustled himself inspecting the bedding, of which there was an enormous amount. The woman sat sullenly on a soap box looking on, while the children munched sour bread and onions.

Office Not an Explorer.

Finishing his work, the officer observed, cut in one end of the car, an opening about three feet high by two feet wide, covered with a cloth curtain. The woman sat sullenly on a soap box looking on, while the children munched sour bread and onions.

The interior of this shanty was virtually the same as that of all the others. He found much filth, but, strange to say, no bedbugs or other vermin, and no evidence of ill-health. The Italians seemed to have mastered the art of warding away disease. Perhaps the secret lay in the onions, which were in great number and strength.

It was learned that the adult male contingent of the colony, almost to a man, works upon the railroad section, or in the city sewers. Only one of them keeps a fruit stand. The sergeant says it is the Sicilians rather than the Italians who make a specialty of fruit vending.

THE OLD TIMES.

The death is announced, at the age of 81, of M. Herminford, the world-famous editor of the "Pittsburgh Courier," who died at his home in Pittsburgh, Pa., on Saturday.

Mr. Herminford, the last survivor of the famous Herminford family, of which he was the last member, died at his home in his native New Hampshire town when but 7 years old.

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EXODUS OF RAILROAD MEN

President Burt and Other Union Pacific Officials Go East.

MANY LOCAL IMPROVEMENTS SUGGESTED

Object of the Eastern Junket is to Attend Annual Meeting of Union Pacific Directors in New York.

ITS NEW HOME IS NOW READY.

Burlington Passenger Department Goes Into New Quarters Monday.

The general passenger department of the Burlington will be installed in its new quarters in the remodeled building at Tenth and Farnam streets Monday morning. Moving operations are in progress and will continue until all of the office furniture and equipment is properly located in the new rooms. The passenger offices will occupy one-half of the lower floor of the building and the other half will furnish room for the freight department. The freight department will probably not be ready for business in its new quarters until later in the week. By the end of the week, however, all of the departments will be installed in their enlarged offices and the facilities will, in every instance, be greatly improved.

There was an exodus of the executive officials of the Union Pacific Friday night. President Burt and his associates left for New York to attend a conference which will be participated in by the directors of the company. A meeting of the directors and executive officials is held in New York about this time each year.

At the forthcoming meeting one of the matters which will probably be taken up for consideration will relate to the building of additional shops in this city. The need of increased shop room and facilities is apparent to all of the local officials, and so confident are they that the directors will authorize an appropriation for the building of additional shops that plans and specifications, already drawn up and complete in detail, will be submitted by Chief Engineer Berry, and the project will receive the hearty endorsement of President Burt and J. H. McConnell, superintendent of motive power and machinery.

The officials who accompanied President Burt to New York were Chief Engineer Berry, Superintendent of Motive Power and Machinery Mr. McConnell, D. O. Clark, superintendent of the Union Pacific Coal company, Freight Traffic Manager Munroe and General Freight Agent Wood left for St. Louis to attend the funeral of J. F. Aglar, former general agent in that city, and they will join their associate officials in New York later.

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Chapped hands, cracked lips and roughness of the skin cured quickly by Banner Salve, the most healing ointment in the world. For sale by Myers-Dillon Drug Co., Omaha; Dillon's drug stores, South Omaha.

Big Ships Go Cruising. FERNACOLA, Fla., Jan. 26.—The flagship of the United States Navy, the battleship USS Oregon, will start on a cruise to the Gulf of Florida.

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Montana Barbers Fall in Line

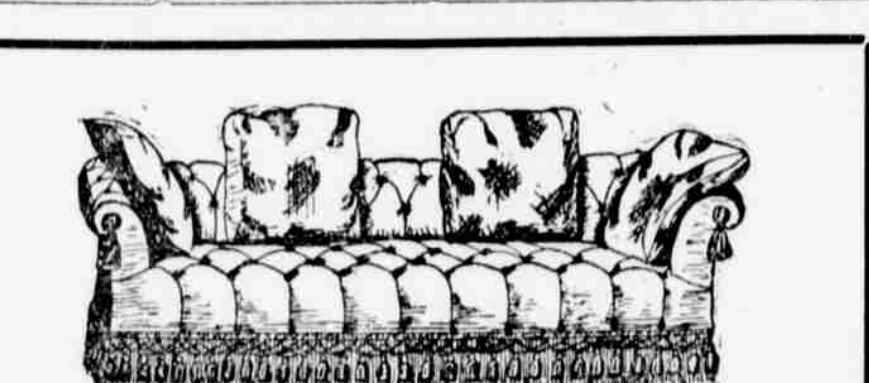
Have used Newbro's Herpicide with excellent results. F. E. MAXWELL, Barber, 110 4th Ave., Helena, Mont. We have been using Newbro's Herpicide in our shop for some time. Our customers admire its effect very much. We use it altogether—nothing else of the kind in the shop. CHAUNCEY BUTLER, Barber, Hamilton, Mont.

I have given Newbro's Herpicide a thorough trial and now I would not go without it, as it is called for by every man who has used it before. It is so far ahead of C—s that I would not have C—s in my shop when I could obtain HERPICIDE, the dandruff cure. Yours respectfully, JAMES H. RHONE, Prop. Grandon Barber Shop, Grandon Hotel, Helena, Mont.

Idaho Barbers Loyal

We have used Newbro's Herpicide in our shop for over six months. The scalps of some of our customers were badly afflicted with dandruff. They have given Herpicide a thorough trial and claim it has benefited them greatly. They also consider it a most delightful hair dressing. Yours respectfully, SCHMELZEL & GALLUP, Boise City, Idaho. We find Newbro's Herpicide to be the leading tonic. It does all you claim for it. Yours respectfully, F. H. NORMAN, Caldwell, Idaho.

Kill the Dandruff Germ



Davenport and Divans.

This week we intend to move a large part of our PARLOR FURNITURE stock if price will do it. With this end in view we have reduced the price on all our fine Davenports, Divans, etc., so as to make it worth your while to buy now. A large number of these pieces are in muslin, so you can choose your own covering and have them made to your taste without extra charge.

Space and time allow only to enumerate a few of the good things.

No. 603—Davenport—Flemish oak frame—covered in figured silk velour—a magnificent piece of furniture—actually worth \$65.00—price now	40.00
No. 1202—Davenport—mahogany finished frame—flax velour covering—actual value \$45.00—price now	33.75
No. 113—Spanish Divan—mahogany frame—cut velour covering. Recently worth \$52.00—selling for	61.50
No. 206—Spanish Divan—mahogany frame—silk damask covering—actual value \$54.00—for sale	63.00
No. 429 Divan—mahogany frame—covered in silk—worth \$37.00—now	23.00
No. 448—Divan—mahogany finish frame—silk covering—worth \$19.00—now	12.50

CAN YOU AFFORD TO MISS THIS?

Dewey & Stone Furniture Co

1115-1117 FARNAM STREET.

3000

3000

3000

3000